

THE RIO NEWS.

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NUMBER 6

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To the Editor of the "Jornal do Commercio"

Dear Sir,—Seeing in to-day's paper an appreciation with reference to the contract made by the Estrada de Ferro Central do Brazil with the firm of Quynle, Davidson & Co., the representatives of the Brooks Locomotive Works, for the acquisition of 60 locomotives from this factory, I hasten to enlighten you, as asked, regarding the matter.

The publication did not at all surprise me; on the contrary I have been expecting it for some time.

The opposition which the Brooks locomotives and the administration of the railway which ordered them have suffered is unjust, but natural. The order for these locomotives was really no slight disaster for the Baldwin factory, and therefore this factory, as also their friends, would naturally be annoyed at the business. Fortunately the only person responsible for the order of the 60 locomotives from the Brooks factory is myself, and not the distinguished Colonel Vespasiano de Albuquerque, then director of the railway, seeing that I was the only one officially in the railway whom he had to hear regarding the matter; as also the only responsible party for the withdrawal of the order from the Baldwin factory was this factory itself, which, after serving the railway for a long time, did not respond to the confidence which had been placed in it, supplying material of bad quality at higher prices, thus endangering the service of the railway.

In 1892, under the administration of Dr. Souza Aguiar, on my proposal, an order was given to Baldwin, as usual, for 35 locomotives for the service of the railway; of these 35, 20 were destined for the passenger traffic, which traffic should command every attention on the part of the administration of the railway for the safety of the public. Now, of these 20 locomotives nearly all had the axles of the tenders broken while in service, causing accidents, which however had not the serious results that might have been expected, owing to the care with which our engine-drivers conduct the trains, although according to your remarks the engine-drivers are nothing but firemen. Many of the inhabitants of São Paulo, Minas and Rio de Janeiro were witnesses of these accidents, and the broken axles are in my possession to be shewn to anybody who chooses to give themselves the trouble of seeing them. Besides these the Baldwin locomotives presented other imperfections, as for instance: axles badly fitted and loose, and driving wheel bosses split up to the pins and painted so as to escape the vigilance of the inspectors. Of these facts the Baldwin company were made aware, and they sent here one of their best assistants to examine closely into all the claims made by me: he agreed with them and proposed not only to substitute the broken axles, but also all the others, and this free of charge. All this however was done after the contract for the 60 Brooks locomotives had been made: before that, as far as I am aware, the factory never attended to claims with such promptness and solicitude.

The mounting of the locomotives was slow, because it was necessary to take more than one piece to the plane and lathe as they did not fit exactly, which proves that they had not been mounted in the factory as they should have been.

The packing was wretched, many pieces arriving here completely useless.

It is therefore proved that the celebrated Baldwin Locomotive Company, the old customer of the Central railway and of almost all the railways in Brazil, turned themselves out of the position which they held in the railway and are consequently the only ones responsible for not having been chosen to furnish the 60 locomotives.

Coming now to the prices, the Baldwin locomotives are dearer than the Brooks, although they weigh less and are of an antiquated type. The 35 locomotives which Baldwin furnished under the contract of November 1892 cost the railway \$462,750; if they had been furnished by the Brooks factory, according to their prices, they would have cost \$438,500; the railway lost therefore by ordering in 1892 the locomotives from Baldwin, the sum of \$24,250. With regard to the table of prices which you presented in order to prove that the Baldwin locomotives are cheaper than the Brooks, your good faith has been abused: these prices for the furnishing of locomotives within three months were really presented to the director of the railway, but long after the contract with Quynle, Davidson & Co. had been made, or in other words, when Baldwin saw that the bird had flown. This proposal was not taken into consideration by the directorate, nor could it be, firstly because it came late, the contract having been already signed on the 30th May; secondly, because the necessary guarantee was not offered by a proposal so reduced, made by an old customer who only reduced his prices after seeing that another factory had been chosen. There is no

getting out of one of the two following alternatives: either he had up to that date been speculating with the railway, or he intended to serve them badly in future.

I repeat that I am the only one responsible for the purchase of the 60 locomotives from Brooks, and on this I pride myself; it is possibly the greatest service that I could have rendered to the railway as chief of the locomotive department, and the future will show this. If I ordered at once 60 locomotives from a factory not known in Brazil, I did not do so without due consideration. I do not consider myself a notability, and for this reason I would not risk giving such an order, placing in jeopardy my reputation as an engineer, without first of all studying the conditions of the machines, the proofs which they had given in the United States and the brilliant figure which they made at the exhibition at Chicago, and, finally, the high reputation which the factory has all over the world. Moreover I established rigorous specifications to which the firm of Quynle, Davidson & Co. bound themselves by contract. It is not necessary for an engineer to see a locomotive for the purpose of giving out an order; it is sufficient for him to have the designs and know how to study them. If this were not so, a grave error must have been committed by the engineer who ordered the first locomotive from Baldwin for the Central railway, as at this time these locomotives were not known in Brazil.

The Brooks locomotives are not only good, they are splendid. The "Mastodontes" weigh a little more than the Baldwin "Consolidations," but the weight is much better divided, a truck in front with two axles facilitating the work on the curves. They have a larger heating surface than the Baldwin locomotives, use less coal, and have a cylinder of 21" diameter like those of the Baldwin type; they have traction power of 14,000 kilogrammes, drawing therefore 400 units on the incline, while the Baldwins only draw 320, or, in other words, the Baldwins can only draw at the most 20 cars, the Mastodontes 26.

The Consolidations of Baldwin received by the contract of November 1892 cost us here \$16,750; the Mastodontes of Brooks, weighing more, cost us \$15,500. It is thus that history is written, and it is thus that on false information attempts are made, though unsuccessfully, to soil the reputation of those who have for their motto the carrying out of their duties in spite of all.

It is true the "Mastodontes" locomotives are a little heavier than Baldwin's Consolidations, but this was necessary for them to give the result they are giving. If a few rails were broken on the incline, they are very few in number and they are rails already worn out whose substitution the administration of the railway has had in hand for some time past.

With regard to the facility of working, they are as easy to be worked as the Baldwins, and our drivers are not what the *Jornal do Commercio* seems to think them; they work perfectly well and know their business.

As to the superiority of the workmanship of Brooks over Baldwin, the difference in favor of the former is so great that it is not necessary to be an engineer to perceive it; an apprentice at the first inspection of the two machines would say that the Brooks locomotives are much better finished.

Table shewing cost of Baldwin and Brooks locomotives:

Baldwin (contract of November, 1892.)		
Consolidation	1.60	@ \$16,750
Passenger	1.60	@ \$13,500
Consolidation	1.00	@ \$11,300
Passenger	1.00	@ \$10,000
Brooks		
Mastodonte	1.60	@ \$15,500
Suburban	1.60	@ \$13,000
Mastodonte	1.00	@ \$11,000
Passenger	1.00	@ \$ 9,500

Under the order of November, 1892, there were furnished 20 locomotives of 2 axles for the broad gauge, which cost \$13,500 each, but they cannot be compared with the "suburban" of Brooks with 3 axles which cost only \$13,000 each.

As regards the misstatements you make respecting the honesty and character of Colonel Vespasiano de Albuquerque, I, in his name, return them to you without comment; they can never harm one whose past is so well known and replies for him.

Finally, Mr. Editor, I declare this to be the first and last time I shall come into print on this subject; if on the other hand any of my colleagues wish to consult me regarding the matter, I am always willing to reply; not by the medium of the press, as I have no time to spare, but standing at the foot of the locomotive.

Without further compliments,

I am, etc.,

(Signed) J. J. D. FARIA.

Chief of the Loco. Dept.

From the *Jornal do Commercio*, Jan. 18th, 1895.

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee report from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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EDITORIAL AND PUBLICATION OFFICES:—

79, Rue São de Setembro.

POSTOFFICE ADDRESS:—Caixa 36.

RIO DE JANEIRO, FEBRUARY 5th, 1895.

THE discussion of the present method of collecting the state export taxes on coffee, which has occupied so much newspaper space during the past month, has not as yet given us a very clear idea either of the measure adopted or of the alternatives suggested. The system appears to be unnecessarily complicated and vexatious, and is likely to continue so unless better counsel prevails. The situation is this. The states of Minas Geraes and Rio de Janeiro ship all their coffee through the port of Rio de Janeiro, while the states of São Paulo and Espírito Santo ship a small part of their exports through this port. The export duty imposed by the first two states is 11 per cent on the official value. Formerly 4 per cent of this duty was collected in advance, the states issuing *guias* for the same. The balance of 7 per cent was collectable at the time of shipment, the shipper being required to exhibit *guias* at the same time to show that the 4 per cent had also been paid. These *guias* naturally became marketable paper, and were sold to the exporters as they needed them. Under the new system, an effort is making to do away with the *guias* and to have the duties paid all at once when the coffee is delivered by the railways. This is arousing much opposition, as it opens the way to all kinds of tricks and disputes, besides making tax-collectors of the railway officials. If a neighboring planter saw fit to send his coffee into the city on pack mules, he might escape the new duties altogether. We must confess that we do not quite understand the dispute, nor do we see why some simple scheme might not be adopted, and thus avoid all the complications which have arisen. Were the railways to report the number of bags and origin of all the coffee brought in and were the quantity arriving by boats and pack-mules also recorded, the authorities would then have the data required for dividing the proceeds of the tax. The duties should then be collected when the dispatches for exportation are presented at the custom-house. This method is effective and simple, it leaves no opening for outside transactions in *guias*, and it insures the certain collection of the tax at the minimum of cost and trouble. Then at stated intervals, the proceeds of the tax can be divided among the states in proportion to the quantities received, as reported by the railways. The collections might be made by the national custom-house, thus saving the expense of another public department. This seems to us the simplest method which can be devised for this service.

FROM what we can learn, the vessel selected for a floating lazaretto for the Ilha Grande quarantine station, is still at anchor in this port. We do not know that there is any cholera at Ilha Grande, nor that there is any urgent demand for the vessel, but when the need comes it will come unannounced and will find our quarantine officials unprepared for it, just as happened a few days ago. It will not be disputed, even by the disputatious inspector of this port, that the best way to check an epidemic is to isolate the first cases appearing. While this is enforced among his own countrymen on land, he neglects to enforce it on the foreign ships arriving in Brazilian waters, leaving the first cases to infect the whole ship and endanger the lives of their comrades. If isolation is beneficial and needful, then the first care should be to isolate the very first cases on these vessels, in order to save the lives of those who can not escape from their proximity to the infection, and to restrict the number of cases from which infection might spread. No measures whatever have been taken to do this, and nothing effective has been done to alleviate the condition of the sick. We repeat what we have said before; the evidence furnished us shows that not one single medical visit has been made on board the vessels suspected of having cholera at the Ilha Grande quarantine station. Going alongside in a launch and shouting instructions in regard to an unseen patient, through the medium, perhaps, of an interpreter, is even more absurd than the proceedings of the sanitary inspector at São Paulo who has been accustomed to visit the contagious diseases hospital, dressed in rubber coat and boots, standing outside the door, where he inquired about the patients and gave instructions without ever entering the wards or seeing them. He of course calls this a professional visit, and would indignantly deny the charge of not visiting the sick men entrusted to his care. Fortunately, however, the patients in São Paulo were under the care of an American trained nurse, who is not afraid to enter the sick room and minister to their wants; while on shipboard they are dependent wholly upon the unskilled care of their comrades.

THE excuse given for keeping the suspected cases on shipboard deserves the special consideration of the sanitary authorities of this country, not only because of its lack of prevision, but principally because it exhibits a lamentable lack of resources in the medical profession. We have already called attention to the fact that the quarantine station at Ilha Grande possesses a hospital, which is in some degree separated from the buildings used as dormitories, etc. This hospital may not have been designed for contagious diseases, but any capable physician could easily convert it to such a purpose, and could easily prevent the risk of infection by the use of well-understood precautions. No one tried this, nor was it even suggested. The simplest recourse, however, and one which has been employed in every part of the civilized world, would have been the use of tents for hospitals. The war department could certainly have furnished everything required at a moment's notice, and the hospitals could have been ready for the patients within twenty-four hours from the appearance of the first case. Why was it not done? It is useless to say that tent hospitals are not suitable. They have been used again and again for yellow fever and small-pox in the United States, and the war depart-

ment never hesitates a moment to forward them at once to the scene of an epidemic. During the last yellow fever epidemic in Florida, a great part of the hospital work was done in tents, and to their immediate use is chiefly due the prompt suppression of the epidemic. In India and Australia the tent hospital is a recognized institution, invaluable because of the ease with which it can be transported and set up, and highly appreciated because of its adaptability to the requirements of hospital work in hot climates. When no longer required, it can be destroyed at once, thus removing every possible risk of disseminating contagion. Why was this not thought of in connection with those supposed cases of cholera at Ilha Grande? And why has it not occurred to the medical profession in Brazil that the tent would be the cheapest and best way to fight the epidemics of yellow fever which so frequently visit the sea coast of this country. If nothing can be done until huge piles of masonry are erected, at enormous cost, then thousands of lives must be lost. Medical science now teaches us that the cooler and purer the atmosphere surrounding a yellow-fever patient, the better are his chances of recovery, while experience teaches us that a good canvas tent not only gives this needed ventilation, but insures the patient against those meteorological extremes which might be considered hurtful. We do not advocate that permanent hospitals be superseded by tents, but surely they might be as well used here for emergencies as in other parts of the world.

THE STRANGERS' HOSPITAL.

When this much-needed institution was founded, permission was given by the sanitary authorities of this city to treat yellow-fever under the same roof with other diseases, providing the wards used for that disease were properly isolated. This isolation was effected to the entire satisfaction of the authorities, the plans being approved by them and the wards inspected before the hospital was inaugurated.

It was understood, of course, that this permission was not in accordance with the general regulations in force in regard to the complete isolation of wards designed for the reception of infectious diseases, but in view of the complete separation of the yellow-fever wards in the Strangers' Hospital and of the impossibility of raising money at the time for the construction of a detached building, the strict letter of the regulations was overlooked, the authorities being satisfied that their spirit had been conscientiously observed. This was the more readily conceded, also, because it was admitted that the regulations had never been strictly enforced, inasmuch as various private hospitals were accustomed to receive yellow-fever cases in epidemic seasons, even without the provisions for isolation which had been adopted at the Strangers' Hospital. It was understood, however, that the founders of this hospital would erect a detached building, properly isolated, for the reception of yellow-fever cases just as soon as they could raise the money for that purpose.

Two hot seasons have now passed since the opening of this hospital, and during both of them yellow-fever cases have been treated in conjunction with general cases without the slightest mishap, and without any observed prejudice to the latter. Nothing whatever has occurred to show that this practice might not be carried on indefinitely with perfect safety. Last year, when the epidemic became serious, the hospital voluntarily closed its doors to

other cases and reserved all its space for yellow-fever. There has been a change in the sanitary board, however, and the new officials do not take the same view of the question. The hospital has been advised, therefore, that in future yellow-fever and general cases can not be treated under the same roof. One case of the former will operate to expel every other case from the institution, and even the possibility of receiving a case of yellow-fever compels the directors to close their doors to all general cases, notwithstanding the fact that the wards are now empty, and that the provisions for isolation are just as effective and complete to-day as they were two years ago.

The effect of this decision by the sanitary officials will be to increase the difficulties under which the hospital is laboring. Under this rule, the subscribers will be unable to make full use of the hospital during the season when yellow-fever is prevalent, although they may be paying liberally for its support. And the hospital, on its side, will be deprived of the income from patients of which it stands so much in need. The regulation is a hardship which ought not to be enforced, except in seasons of epidemic, as it arbitrarily restricts the income of the institution and deprives its subscribers of treatment to which they have a just claim.

Under these circumstances, there is but one course to pursue—the friends and subscribers of the Strangers' Hospital must at once provide for the construction of a detached, isolated building for the reception of yellow-fever. Even were the authorities to modify their requirements for the present year, there being no fever epidemic prevalent, the same question would surely come up next year. Our only safety, therefore, is to be found in the immediate construction of an isolated ward, which will meet every requirement and which will place the hospital in a position to keep open doors to all applicants throughout the whole year. The expense, in our opinion, will not be serious, as a yellow-fever ward need be but little better than a light shed. A good roof, good foundation and good drainage are the essentials; the rest may be as light and inexpensive as the conditions will allow. At the S. Sebastião hospital the wards are open to the roof, and the side walls are partly filled in with venetians. In our opinion a building of this description designed for twenty-five beds would be amply sufficient, for the upper floor of the present building could then be used as a convalescents' ward, to which the patients could be removed as soon as convalescence is declared. Such an arrangement would effectually settle all these disputes with the sanitary authorities, and would also enable the Strangers' Hospital to undertake the treatment of surgical cases, for which it is exceptionally well situated. In view of the anomalous position in which it has been placed, we trust that its friends will make one more effort to place this institution on a good and independent footing. The great part of its support must be derived from patients, but this can not be as long as these questions are arising. The sanitary authorities find nothing to criticise in its administration and condition, outside of this question of treating yellow-fever under the same roof with other cases, and the directors are therefore assured of their cordial co-operation in these proposed extensions.

THE export of live stock from Argentina last year included 39,893 cattle, 79,380 sheep, 4,177 horses, 2,412 mules and 9,476 pigs. The cattle trade has grown with great rapidity since 1889.

From the *Financial News*, January 10.

THE BRAZILIAN ISSUE.

In place of the Brazilian loan which has been expected so long the public has been treated to a private issue of £2,000,000 sterling in Treasury bills. Little was heard of the operation until the bills had been safely placed, and now they are in process of being quietly distributed among the investing public. The bills have a superficially attractive look. They bear 5 per cent. interest, and are issued at 95, to be redeemed at par, some in nine, some in twelve, and the rest in fifteen months. Their average currency is thus one year, and so a buyer of them obtains 7 per cent. for the use of his money. It is not surprising, therefore, that the issue should have been readily absorbed—the more so as the operation was carried out by Messrs. Rothschild, the financial agents of the Brazilian republic. Under such auspices, and on such terms, Brazil might issue endless amounts of Treasury bills, or renew them repeatedly when they came to maturity. Nothing is easier than for an embarrassed country to add to its obligations so long as it can retain the services of an eminent financial house. But the public has begun to expect more from such agents than that they should merely acquiesce in the propositions of the countries they act for, and carry out operations which are not in accord with the soundest canons of finance. No one can defend the practice of issuing short-dated obligations at a high rate of interest in order to tide over a difficulty, not even when that difficulty can be fairly characterized as temporary, for exponents of this kind always tend to increase and give permanency to the embarrassments of a country.

The apologists of the present Brazilian issue justify it on the ground that it will put the government in funds in London to pay maturing coupons, and so avert the need of remitting money to Europe at a time when the exchange market in Rio is somewhat tense. In other words, the Brazilian government, having to pay Paul the interest on his five-per-cent. bonds, will rather borrow from Peter at seven per cent. than find the money from regular sources. By making the issue in short-dated bills the impression is created that there is only a passing pressure on the Treasury, and that in the course of a year or so its affairs will be so full, and the exchange so favourable, that the bills will be easily paid off. But note how carefully it is provided that if, in the course of the year, the government should float a loan in the ordinary way, a portion of the proceeds sufficient to redeem the Treasury bills shall be set apart for that purpose. Thus we are face to face with the probability that this issue, floated ostensibly to meet a momentary pressure, and supposed to be paid off in little more than a year, will be transformed into a permanent loan and take its place in the funded debt of Brazil. This provision for redemption out of the proceeds of a regular loan is the feature which most emphatically condemns the issue of Treasury bills. To add to a country's debt for the mere purpose of paying interest which is inconvenient to meet, is a policy which no one dares to justify, and it is surprising, to say the least, to find that Brazil's decision to do so was not promptly and unceremoniously nipped in the bud by the financial agents of the republic.

Had a regular loan been brought out, in accordance with general anticipation, Brazil would have been compelled to say how the money was to be employed, and the mere suggestion that the money was to be used for paying interest would have sufficed to make the loan a failure. With an issue of Treasury bills no formal prospectus is necessary, and, besides, investors are so accustomed to look on a Treasury bill as a safe and useful vehicle for the employment of funds that they are idle for a time, that no serious inquiry is made into the purposes for which the money is required. In this country Treasury bills are the right of a man of means for meeting his payments in the lean quarters of the year, with the knowledge that the revenue of the final quarter will amply suffice to redeem them. When the time comes for a regular loan to be raised by Brazil, it will read quite attractively that £2,000,000 of the proceeds are to be used to repay Treasury bills whose interest and redemption imply a heavier demand on the Brazilian revenue than the proceeds by which they are replaced. Such an occurrence is by no means unfamiliar; we have seen even our own colonies claiming that they were reducing the cost of the debt by funding obligations which were originally called temporary. The danger, then, of the Brazilian issue of Treasury bills is that a loan raised wholly and solely to meet payments of interest, which add nothing to the productive capacity of the country, may, in the course of a very short time, be converted into a permanent burden on the revenue. Such a result is distinctly foreshadowed by the provision for repayment of the bills out of any further loan, and the suggestion is one we do not like to see advanced with the apparent sanction of the leading financial house in London.

Besides the undesirability of admitting that part of the money would be used to pay interest which the Treasury cannot otherwise meet, there are two possible explanations why a regular Brazilian loan has been postponed and this hand-to-mouth policy resorted to. It would be more than awkward to have to place before the public the actual state of Brazilian finances in a formal prospectus, and Messrs. Rothschild would not consent to any slurring of the truth of the matter. What that truth is readers of the *Financial News* know well. The late minister of finance claimed to have reduced the 1894 deficit to 20,000 contos, but Marshal Peixoto calculated it at 40,000 contos, without making provision for 90,000 contos of special credits opened by him during the revolution. The deficit of the year, taking the miles at its present exchange value, may thus be anything from £1,000,000 to £2,000,000, and the higher figure is the more probable; for the low one of £1,000,000 sterling the late finance minister admitted to be based on mere conjecture. The total debt of the republic works out, at the present exchange, to £75,374,920, and the annual cost of it to nearly £2,500,000 sterling. The minister of finance explains that the issues of inconvertible paper of all sorts amount to only 700,000 contos, or £35,000,000, and this figure indicates that the London and Rio newspapers

which we quoted from yesterday have erred in estimating the cost of the revolution at that figure. The £35,000,000 includes not only the cost of the civil war, but also the previous paper issues; but even then this mass of inconvertible currency represents a tremendous debt weight and mulct against an improvement in the exchange. A regular loan is, no doubt, postponed because the true state of the Brazilian Treasury cannot be revealed, and, perhaps, also, for fear the Stock Exchange might set itself against the issue until the claims of the Great Northern Railway of Brazil are settled. The government has no money to settle them, and it is not likely to get much until it shows better faith toward the railway company. Thus Brazil is between the devil and the deep sea. Too hopelessly embarrassed to borrow in the recognized way, she must still have money to keep things going, and so recourse is had to an informal issue of Treasury bills. Against such back-stairs borrowing we protest forcibly, and we warn the investing public, as we did years ago in the case of Argentina, that what must be considered is not the agency through which a loan is issued, but the security behind it. And the security of a republic forced to borrow at 7 per cent. to pay the interest on five-per-cent. loans seems, to put it mildly, not quite first class.

RIVER PLATE ITEMS.

—It is said that Argentina is now wholly under the pernicious influence of General Roca again.

—Recent rains have caused widespread inundations in Paraguay recently, and the Paraná is higher than it has been for many years.

—There was a general enrolment in Argentina on the 1st inst. of persons liable to service in the national guards. Severe penalties are threatened against persons avoiding this duty.

—The estimates for the Argentine army are for 11,479 men while the average number in service has only been 8,500 during last year. If any one felt curious on this matter they might ask—where did the difference go to?

—The new President of Argentina has declared himself opposed to any further increase in the paper currency. He is in favor of what he calls the nationalization of the railways, which is a first cousin of D. Increase do Divida.

—Although Buenos Aires telegrams of the 31st ult. announced that the sanitary state of that country is good, other telegrams of the 1st announced four cases of cholera in Calle General Brown in Buenos Aires and an increase in the number of cases also in Rosario, Santa Fé, Cordoba and other places.

—Colonel Balza did not resign his portfolio under Dr. Saenz Peña and supported the then President because he would not grant a general amnesty bill. Colonel Balza retains his portfolio under Dr. Uriburu who has granted the general amnesty bill. A great change of front within very few hours!—*Times*, Buenos Aires, Jan. 26.

—The Brazilian minister in Montevideo announces the receipt of a telegram from Julio de Castillos stating that Guerrero Victorio had been routed with the loss of over a hundred men. It is claimed that the federalists were surprised by Colonel Telles on January 23rd. The story looks fishy. If it is true, why was it necessary to send us the news by way of Montevideo?

—Santiago del Estero finds no necessity for two ministers, incorporates the two portfolios into one, farms out the municipal taxation to a particular friend for a mess of pottage and gets on without the necessity of a budget while the legislators go out on indefinite strike. An evident sign that Santiago could get on equally well, indeed better if the whole government were vested in the hands of one representative of the nation, thus doing away with the parody of provincial government.—*Times*, Buenos Aires.

—Hints, and pretty broad hints, are being thrown out that the national lotteries are not being run on the square, and the constant buyers of tickets are beginning to feel nervous about the subject. It is quite as probable that these lotteries are not worked squarely as that they are, but as long as there are people who foolishly spend good money on such gambling these lotteries will continue, and the promoters of them will make a fat living out of the credulity and greed of their fellow-creatures.—*Times*, Buenos Aires.

—A Buenos Aires telegram of the 2nd inst. says that the government will probably issue a decree prohibiting newspapers from publishing information about the army, navy and department of foreign affairs. But, has the government any right to do this? Do the laws guarantee the liberty of the press? Can the Argentine government decree of this character, except under martial law? If this report is true, the new President is either mad, or has decided to play the dangerous rôle of dictator.

—There are still some savages left in Mendoza, as the following incident shows. During the inundation, the wife of one of the railway fitters was drowned. The unfortunate woman was wearing at the time of her death a handsome pair of earrings, but when the body was recovered it was found that some prowling bandit had not only removed these ornaments but had torn them through the ears in his hurry to rob the corpse.—*Times*, Buenos Aires.

—A very "suspicious case" was reported yesterday on board the s.s. *Aldgate* now in dock. One of the men, while smoking and talking to a sailor, fell down dead, probably from heart-disease. The sanitary authorities immediately came to the conclusion that it was "a very suspicious case" and placed the ship in quarantine with all the shore-laborers on board. The steamer is ordered to leave dock but is unable to move owing to low tide in the channel. Peculiar kind of cholera that!—*Times*, Buenos Aires, Jan. 16.

—No less than five deaths occurred yesterday among the shipping in the Boca, principally caused, it is thought, by the bad water that is abundant in that region. It makes matters very difficult for the inhabitants, for although Boca is known to be poisonous, Boca water seems more so, and the choice lies between the two evils. The general condition of the Boca is a disgrace, and instead of putting on vexatious quarantine measures, the health board applied themselves to trying this plague-spot, both time and money would be usefully spent.—*Times*, Buenos Aires, Jan. 16.

WEST COAST ITEMS.

—The total exports of nitrate from Iquique in 1894 amounted to 421,362 metric tons.

—There were 6,282 interments in all of the Valparaíso cemeteries in 1894, and the fees paid amounted to \$55,923.

—In 1894 there were admitted to the San Juan de Dios hospital, Valparaíso 6,546 patients and the deaths were 1,003.

—Up to and including the 2nd January the Mining Exhibition at Santiago had been visited by 185,977 persons.

—The war news in the Lima papers reminds us of what occurred in Rio during the revolt. The government interdicts the publication of news prejudicial to itself, which is construed to mean everything unfavorable. The papers, therefore, contain nothing but news of government victories. The defeats are ignored and forgotten.

—As the publication of items of news relative to the present state of political affairs, and respecting the movement of troops, is for the present under interdict, and we are consequently unable to carry out our purpose in writing these reviews, as expressed in our first number on the 17th of September last, we had serious thoughts of suspending their publication, considering that "Othello's occupation was gone," but at the request of various friends we have resolved to continue writing a short time longer hoping that events may occur meantime which may allow us to form some definite opinion respecting the future.—*La Opinion Nacional*, Lima, Dec. 29.

—The pedestrians Behm and Budinich, who it will be remembered left Lima some months back on foot for Chicago to visit the Exhibition (1), write from San José de Guatemala under date of October 25 as follows: "Since we left Lima we have walked to this place 1325 leagues. The journey from Panama to Guatemala was a very severe one owing to bad weather, rains, and the numerous rivers we had to cross. In all Central America there is a lack of hospitality both in town and country, and we have been driven to sleep in corridors and in the open exposed to all kinds of weather. Moreover, we have found food very dear and we have been driven frequently to subsist on nothing but maize. From hence we shall go to Mexico en route for Chicago, the end of our journey, which will take us ten months more to reach it, as we have to traverse the states of Texas and Missouri!"—*Chilian Times*.

—The difficulties pending between Colombia, Ecuador and Peru respecting the boundary question have been fortunately overcome by the good sense and patriotism displayed by each one of the plenipotentiaries. An additional treaty has been signed on the 15th inst. in which it is stated that Colombia adheres to the convention of arbitration signed between Peru and Ecuador on 1st August of the year 1887; but the three high contracting parties stipulate that Spain, the royal arbitrator, shall decide the matter in dispute not only in accordance with the legal rights and titles already presented, or that may be presented later on, but also in conformity with equity and convenience. The matter in dispute is the possession of that portion of the Amazonic region, to the north and south of that great river, comprehended between the rivers Huallaga and Ucayali tributaries on the south, and the rivers Putumayo and Caquetá on the north.—*La Opinion Nacional*, Lima, Dec. 22.

PROVINCIAL NOTES

—There were 331 deaths in São Paulo during the month of January.

—The Italian steamer *Aleardi* disembarked 1,049 immigrants at Santos on the 1st inst.

—The *relapso* of the state of Rio de Janeiro has annulled the recent elections in Niteroi, in great part, because of the frauds committed.

—There were 4,187 deaths in the city of Pernambuco last year, against 4,007 in 1893, 3749 in 1892, 3,629 in 1891, and 3,715 in 1890.

—A Montevideo telegram of the 4th inst. says that Saldanha da Gama has joined the federalist force in Rio Grande under the command of Appario Saravia.

—The state of São Paulo received 74,878 immigrants during the year 1894, of which 46,339 were Italians, 16,675 Spaniards, 9,703 Portuguese, 2,902 Austrians and the balance of diverse nationalities.

—The town of Amparo suffered a disastrous inundation on the 30th, caused by heavy rains. The streets and buildings were flooded, and many of the latter collapsed. There was a great loss of property, and it is said that some lives were also lost.

—A Jaguará telegram of the last inst. announces the arrival there of eleven midshipmen who are seeking to return home under the terms of the recent amnesty decree. Possibly these are of the number recently announced from Montevideo.

—It is said that the attorney for the national government in São Paulo, Dr. Alberto Penteado, is preparing to denounce various residents of that state for participation in the naval revolt. It is hopeless to expect a settlement of this question, as long as these vindictive measures continue.

—The governor of Bahia has been advised of the assault and capture of Cocho, Barrinha and Mandú by bandits, who have completely terrorized the population of those places. These interior towns are but slightly protected and have long been subject to the feuds and savage assaults of men who know no other law than their own wishes.

—We overlooked the fact in our last issue that Floriano Peixoto left Tres Riehas on the 27th, and arrived at Cambuquira, near Lameira, on the morning of the 28th ult. He was accompanied by a large number of friends, and special trains were furnished for the accommodation of himself and suite. He is reported as being painfully shocked by the revolutionary conduct of his old colleagues here in Rio.

—On the 28th ult. a party of citizens, armed of course, and full of patriotism, entered the town of Riachuelo, Sergipe, captured the jail and released all the prisoners. There were only three soldiers on guard, who were easily disarmed. After insulting the authorities and public functionaries, the party withdrew. When the report from the other side comes in, we shall expect to learn that this surprise party was organized for the purpose of releasing some political prisoners, illegally detained by the government.

RAILROAD NOTES

—The surveys on the S. Paulo branch of the Central railway, for widening the gauge, have reached Taubaté.

—A hotel and restaurant have been opened at the Barra Mansa station, Central railway, for the accommodation of passengers.

—The Leopoldina company succeeded in reopening traffic on all its lines on the 3rd inst. The *País* has had something else to think of and the cholera scare has therefore subsided.

—The Leopoldina company is now mounting ten Baldwin locomotives, "consolidation" type, in its shops. The company has also the material in hand for 100 waggons.

—The Bahia and Minas company has accepted the tenders of Messrs. Norton, Megaw & Co., Ltd., for Baldwin locomotives, Mr. Francisco Lumay for rails and Mr. Joseph Lumay for rolling stock.

—The branch line to Belo Horizonte, the new capital of Minas Geraes, was formally opened on the 1st inst. The junction station has been named General Carneiro.

—The wages of the baggage-men and brakemen on the Central railway have been increased. May we now expect a little better attention to duty from them?

—The director of the Central railway has accepted the resignation of Dr. Faria, and has appointed Dr. Eduardo Claudio da Silva as chief of the locomotive department. The new chief entered upon the discharge of his duties on the 29th ult.

—The government has granted permission to the Brazil Great Southern to construct a filling and viaduct at kilometer 139, the viaduct to have seven spans of 15 metres each. The total expense should not exceed 188,114\$300 and the work must be executed within six months.

—The *Jornal do Commercio* of this morning says that two of the new Brooks locomotives, have already been sidetracked for repairs to their pistons, and that others require the use of the turning lathe on their axles. As Dr. Faria refuses to discuss the matter further, the public is not likely to have an explanation of these defects.

—It would seem that Manoel de Barros Medeiros believes that talking is one of his privileges as a public functionary. He insists upon his resignation as a district inspector of the Central railway because he considers that he can not occupy such a position without the right to express his opinions. Manoel is evidently a sworn enemy to all discipline.

COFFEE NOTES

—A telegram from Victoria on the 1st inst. says that the export of coffee from Espírito Santo last year amounted to 346,868 bags, valued at \$5,676,773.83. The quantity is 111,636 bags more than the export of 1893.

—The *Diário* of Santos has offered a reward for the detection of the carmen and others who steal coffee from the carts during its transportation to the place of embarkation. These thefts have become so common and serious that severe measures will be necessary to insure their suppression.

LOCAL NOTES

—There were 26 deaths from yellow fever in this city during the month of January.

—The Tiradentes battalion has resolved not to celebrate a commemorative funeral service on the 9th as intended.

—A dozen sailors from Montevideo arrived here on the 2nd inst., to take advantage of the amnesty decree.

—The director of the Ilha Grande quarantine station denies the truth of the report that cholera has appeared on the island. He says that cases of common illness only have occurred.

—It is announced that Gen. Ewerton Quadros, who was commandant in Paraná when so many prisoners were assassinated, and who resigned command of the military school of this city a few days ago, has asked to be placed on the retired list.

—The latest telegraphic news from Buenos Aires report an increase in the number of cholera cases throughout the republic. It is also said that many cases have appeared among the vessels in port. In all probability, poisonous drinks, bad water and the least combined are the cause of all the cholera which has appeared in the port of Buenos Aires.

—It is said that the minister of war has ordered the military cadets to be reprimanded for the manifesto which they issued a few days ago. A reprimand must be considered a very light punishment for such an exhibition of insubordination. Were the cadets at West Point to do such a thing, they would be dismissed from the academy in disgrace.

—Reports are current of negotiations between Minister Abbott and Silveira Martins for the conclusion of peace in Rio Grande. It is telegraphed that an interview was arranged by Piragibe, but when Silveira Martins called at the house indicated Minister Abbott at once disclaimed all responsibility. The federalist chief at once took his hat and retired.

—The sanitary officials are now visiting the hotels and restaurants of the city, to determine their cleanliness and the condition of the food supplied. In most of them various dishes of food were ordered to be thrown away, but we find no mention of the destruction of the falsified Apollinaris, Vichy, Selters and other mineral waters with which these places are filled.

—Suspected cholera cases have been reported from Ilha Grande, occurring on shore near the lazaretto. This shows, if true, how utterly ineffectual all quarantine precautions are. The authorities would not permit the landing of the sick, or dead, from the infected ships, to avoid spreading the contagion on shore. But it comes ashore nevertheless! When will the sanitary authorities learn that artificial barriers are quite worthless?

—This is the experience of the Argentine steamer *El Tiempo*. She left Buenos Aires January 17th with passengers, live cattle, etc. Before reaching this port the water supply failed, their food being cooked in sea water, and over a hundred cattle dying from thirst. She arrived off this port on the night of the 19th, and on the morning of the 20th signals were hoisted asking for water. A launch came alongside from Santa Cruz and launched water in two hours, but the steamer waited two days for it. The *Tempo* then went to Ilha Grande on the 22nd where the passengers were kept in quarantine nine days, being landed at Sepetiba on the 1st inst. We trust the newspapers abroad will call attention to these barbarities and demand humane treatment for those who travel by sea.

—Edmund Constantine Henry Phipps, Esq., C. B., the new British envoy extraordinary and minister plenipotentiary to Brazil, is expected by the *Nile* on the 11th inst. Mr. Phipps has had 37 years of diplomatic service. He was a member of the British legation in Rio de Janeiro in 1871. His last post was Paris, where he held the rank of minister plenipotentiary. Being a *persona grata* at the French ministry for foreign affairs, and especially well versed in African affairs, his departure for Brazil was delayed pending the conclusion of important negotiations between the British and French governments. In the meantime, since August last, British interests in Brazil have been entrusted to the able hands of Mr. George Greenville, who had previously filled the office of *charge d'affaires* during ten months.

—The situation is becoming decidedly anomalous. On the side of "legality" there is almost open conspiracy, while the opposition is now wearing the dignities and livery of unquestioned legality. For some time last week the streets were patrolled by soldiers and policemen armed for the suppression of a revolt, while the troops were held in readiness. The naval vessels were also under steam. The heavy rains suppressed the revolutionary movement, however, but on Sunday and yesterday the reports were again current of a conspiracy, and that some of the men who have been shouting so loudly for legality and against revolution have actually been plotting the overthrow of the President. The troops are still in readiness and the naval vessels have steam up. The situation is one which must be considered very critical.

—The Brazilian Submarine Co. has given 1,000\$ to the families of the victims of the *Tereza* disaster.

—It is said that the government has taken all the space for passengers on the Lloyd steamers which leave for the north on the 10th and 20th inst.

—It is said that the *Riachuelo* is about ready to sail for Brazil. If we are not mistaken, there were reports current to the same effect over one year ago.

—The order suspending all extra pay to military officers went into effect on the 1st inst. They will henceforth receive only the pay fixed by the service regulations.

—The President has accepted the resignation of Gen. Francisco Raymundo Ewerton Quadros as commandant of the Escola Militar, and has appointed Gen. Joaquim Mendes Ourique Jacques to that post.

—The immigrants hospedaria on Flores island, in this harbor, is to be improved to the tune of 25,000\$. Recent experiences with the immigrants lent one to wonder why any more money is spent on this service.

—The government has been advised that President Cleveland will announce his decision in the Missões question on the 11th inst. A rumor is current that it will be in favor of Brazil, but this of course is only conjecture.

—The police made an official examination of Capt. Dias Jacaré on the 1st inst. and found his skin perforated in 72 places by shot. His assailant must have fired his shotgun to the muzzle when he made this attempt on the gallant sailor's integument.

—We see that the *Paiz* of the 4th inst. still classifies George Sestor as an American. Mr. Sestor was killed in the Largo da Cunha during the revolt. He had been a resident of Rio de Janeiro for 25 years, and everyone except the *Paiz* knew him to be a British subject.

—The revolutionary record, it must be noted, has not been allowed to fall behind. In Pará, the fighting has been kept up to the skirmish level, as also in Rio Grande. New revolutions have broken out in Colombia and the Sandwich Islands, and in Central America everybody is taking a siesta preparatory to a grand outbreak.

—The outlook for good crop of hay on Rua Princesa Imperial, Nova Cintra, would be very promising, were it not for the vagrant horses turned loose in that street every night. If the municipality wants the hay, then something should be done to keep the horses out; if not, then the owners of the horses are entitled to some recompense for keeping the grass under control.

—It would be amusing, were it not an awful, to see the rage of the *Paiz* against the *serretos*. Our neighbor now considers the employment of secret police as unimpeachably dangerous to society, a threat against good order, an assault on individual rights—and all that. When these same *serretos* were breaking into private residences within the past year, arresting men and insulting women, the *Paiz* had nothing to say. It is strange what a face the doctor makes who has to take his own medicine!

A gentleman, resident of this city, has recently taken out a provisional patent on an "automatic life belt." We have not seen the apparatus but we infer from the name that it acts automatically in the preservation of life. Should a fire break out, or should the steamer be wrecked, the life belt at once jumps down from the hooks, catches a passenger just as he is about to risk a prayer, fastens itself upon him, throws him into the sea and then brings him safely ashore. It is a great invention and merits boundless praise.

—The *Paiz* of the 1st inst. published a manifesto from the students of the Escola Militar, to which were affixed, says the *Paiz*, four hundred names. This manifesto defines the position of the students on the political questions of the hour. Think of it! The military students publishing a political manifesto! Criticizing the political views and acts of citizens who are supporting them! Imagine, if you can, the students of Sandhurst, West Point, St. Cyr, or any other great military academy, issuing a political manifesto!

—A horribly brutal and sensual crime was committed in Jacarapá on the night of the 31st, which merits swift justice if any crime ever did. A negro named Santos broke into a house and assaulted a sleeping boy of five years of age. To stifle the cries of the child he held his hand over his mouth, and with such force that the poor little fellow was smothered. The father and another man succeeded in capturing the murderer and delivering him to the authorities, who at once sent him into this city for safe keeping. The neighbors should have hung the fiend to the first tree.

—An attempt was made to swindle the Brazilian minister in Buenos Aires a few days ago, which was happily frustrated. Minister Abbott first received a telegram from his predecessor, Dr. Fernando Osorio, asking him to pay a bill of \$10,000, which Rodriguez presented the bill for payment. The minister deferred payment and consulted Minister Monteiro in Montevideo, and then telegraphed to Rio for further information. The business was then brought to Dr. Osorio's attention, and he promptly disclaimed all knowledge of the bill. The swindler has been arrested and will, we trust, be suitably punished.

—The *Paiz* was made the victim of an amusing joke one day last week, which deserves record. Some one sent a bone around to our superlatively patriotic neighbor, stating that it was a bone from the arm of Palano, who lost it in fighting for legality and the republic. The bone was promptly hung up in the *Paiz* museum, suitably labelled, for public inspection and admiration. The next day Palano turns up and says that he had never lost an arm, and proves it by exhibiting both of them. The *Paiz* then discovers that some joker had imposed upon his credulity, and that the precious bone was a fraud. Our truthful colleague then explained that some one had hung the bone up in his museum without his knowledge and consent.

—The formal delivery of Ilha das Cobras to the department of marine took place on the 29th ult.

—A military officer was heard to say by the Rua do Ouvidor on the 29th ult.: "If not Floriano, then Moreira Cesar!" What can it mean?

—The S. Sebastião public school building, Praça 14 de Junho, is to be transformed into a normal school. It is now in a disgracefully dilapidated condition.

—The old buildings at the corner of the Ouvidor and Quitanda are to be demolished, by order of the municipal authorities. They date from the beginning of the century and are said to be in a dangerous condition. They are certainly an ugly contrast to the buildings of recent construction.

—Owing to the thunderstorm which visited this city about 7 o'clock on the evening of the 29th ult., the attack on the *Jornal do Brasil* did not materialize. Although the Jacobins are not afraid of fire, they abhor water. A summer shower is enough to cool their ardor in any cause.

—When? The director of the national museum has asked for eight policemen for the regular service of that institution, and is to have them, too! What in the world does he want of eight policemen? One is more than enough, for surely no one will meddle with the national museum! How many policemen are employed in the British Museum? Will some one tell us?

—The *Gazeta de Notícias* read the *Paiz* a much needed lecture on the 30th on the subject of street riots. The latter, after ignoring the disorders and threatened assaults on the *Jornal do Brasil*, complained of a counter-demonstration in the Ouvidor on the night of the 28th ult., calling on the President to suppress these disorders and censuring the press for not condemning them. The *Gazeta* thereupon reminds the *Paiz* that the disorders were begun by its own friends four days before.

—This city was visited by a violent thunderstorm on the evening of the 29th. A great part of the city was literally flooded with water from the hills, two feet. Many shops and residences were also flooded and traffic on the tram lines was suspended for about two hours. At one time the wind was so violent that trees were broken down and uprooted and the roofs were blown off many buildings. The water invaded the electric power shops of the Botanical Garden tramway and stopped the machinery for over an hour, leaving the electric trolleys helpless on the lines. The rains continued with diminished intensity on the 30th and 31st.

—On the 30th the *Paiz* published the summary of an interview with the President on the 29th in regard to rumors of an intention to attack that newspaper. On the following day the *Jornal* and *Gazeta* gave another version of the same interview, which reads strangely different. The *Paiz* editor must have misunderstood the President, or else he has purposely colored the statements made to suit his own needs. It appears that the President expressed a doubt that the police officials are mixed up in any conspiracy against the *Paiz*, as charged, and he asserted that no disorders of any description would be permitted against any newspaper. The *Paiz* will be protected, just as the *Jornal do Brasil* has been protected.

BIRTH.

On 30th January, at S. Vicente, Santos, the wife of John Walter Hugo Fussell, of a daughter.

BUSINESS NOTES

—The tax on "industries and professions" is payable this month.

—A river steamer for service on the São Francisco is now approaching completion and is to be named the *Antonio Olyntho*, in homage to the minister of industry.

—The *Manóas* papers note the arrival there on the 2nd inst. of the river steamer *Rio Branco* from Iquitos with 336,229 kilos of Peruvian rubber, valued at 4,111,061\$900.

—The minister of finance has issued an *aviso* declaring that the adhesive revenue stamps issued during the time of the monarchy continue to be valid for all the effects of decree 1,264 of 11th February, 1894, while no disposition to the contrary is in force.

—There were 15,787 head of cattle killed for consumption in Fortaleza, Ceará, during the past year, against 13,504 in 1893, 15,935 in 1892 and 17,957 in 1891. Besides these there were 1,807 hogs and 380 sheep killed in 1894, against 1,503 hogs and 432 sheep in 1893.

—A new customs deposit, situated to the right of the main entrance to the custom-house, has been finished and was formally delivered to the inspector on the 1st inst. It contains two floors of 1,320 square metres each, and is provided with hydraulic lifts and walking cranes.

—The American Bank Note Co. has issued a new calendar, larger than the design so well known to our readers, and printed in figures and colors of great artistic beauty. The calendar does credit to the company. We are under many obligations for the specimens sent us.

—The telephone cable between this city and Niterói has at last been repaired, and will be opened to the public next week. The telephone lines in this city, however, are still in a wretched condition. Some subscribers have not been able to use their instruments for the last four or five months, and the company is deaf to all complaints.

—The *saladero* proprietors of Pelotas, 21 in number, have petitioned the minister of finance against the tax of \$200 imposed on imported salt, asserting that the national product is unfit for their uses besides being insufficient. They claim that the tax is added to the high freight charges, the uncertainty of the salt being in industry, etc., will serve to ruin them. In case the tax is enforced, they threaten to close their establishments.

—Over 1,400 cases of Apollinaris water were sold in this city by the Rio agents during the month of January.

—An automatic life preserver, invented by Sr. Alberto Pedross, was tried on the 3rd inst. It consists of a canvas bag containing a mixture of tartaric acid and bicarbonate of potash, which generates gas when in the water. This makes the bag buoyant and helps to support the person. How long this buoyancy will last has not been determined.

—The general director of the Banco do Comércio e Indústria de São Paulo, announces the transfer of Mr. Louis Gex from the management of its Santos branch to the joint management of the São Paulo office with Sr. J. Queiroz Lacerda, the transfer taking effect on the 1st inst. Mr. Gex's many friends here in Rio will be pleased to hear of his promotion.

—The minister of war has requested the *tribunal de contas* to approve the accounts of the Lloyd Brasileiro for 439,300\$ for the use of the packet *Victoria* and steam tug *Pulvao* during the year 1894, and for 16,689\$450 for the transport of troops and various packages for account of his department during the same year. Aside from the validity of the accounts, is it not a little irregular for a minister to make a direct application to the *tribunal* to pass certain specified accounts? The *tribunal* is an auditing department, and should be perfectly independent of the executive.

—There was a meeting on the 1st inst. between the minister of industry and the president of the Lloyd Brasileiro company, the latter accompanied by three shareholders. It is said that the discussion resulted in an agreement in favor of a new contract with the government, in which certain modifications will be introduced, particularly with respect to government fiscalization. As Dr. Rangel Pedraza, president of the Banco da República, was not present, the conclusions reached will not be considered definite. The illustrious journalist-banker desires time to consider the proposition.

—On the 27th ult. no less than 28 dead cattle were washed ashore on the upper Copacabana beach. It would appear that an attempt has been made to land the cattle on the beach at the military school, but as the lighters can not come very near the shore the cattle were driven into the sea with the idea that they would swim ashore. Most of them did not swim as expected, but occasionally a frightened animal would persist in swimming out to sea, where he would be carried away by the current and drowned. Instead of conducting this business on common-sense lines, the authorities continue to take the most difficult and unreasonable methods for landing cattle, and therewith is what we see.

—The government having issued an *aviso* authorizing the importation of jerked beef from Argentina, subject to 10 days detention in port deposit, instructions were issued on the 30th ult. to the effect that these 10 days should count from the date when the vessel transporting it shall receive free pratique at the Ilha Grande quarantine station. The beef can be deposited in any warehouse approved by the fiscals. The health authorities have approved the fact that the *choleræ bacillus* can live only five days in jerked beef. In that case, why count the ten days from the discharge of the vessel from quarantine? Suppose a vessel arrives from Buenos Aires with six days voyage with no sickness on board. Ten days quarantine is imposed, which also pass without sickness. Why should to more days be necessary for the beef, making 26 days in all?

FINANCIAL NOTES

—The January receipts of the Rio custom-house amounted to 11,314,949\$760.

—The state of Espírito Santo collected 1,858,929\$127 in taxes on the production and exportation of coffee last year.

—The December receipts of the Pernambuco custom-house were 2,112,496\$414, against 2,078,179\$754 in the same month of 1893.

—The custom-house is now collecting a document tax of \$1000 on every importation dispatch presented. We are getting on, slowly but surely.

—The January receipts of the Pará custom-house, as reported by telegraph, were 975,024\$919, against 1,270,146\$869 in the same month of last year.

—The total receipts of the Pará custom-house in 1894 were 16,149,023\$364, against 13,191,359\$891 in 1893, 10,241,318\$955 in 1892, 9,583,622\$510 in 1891, and 9,435,088\$692 in 1890.

—The December receipts of the Uruguaiana custom-house amounted to 98,881\$514, in which is included 43,633\$940 described as *movimento de fundos*—whatever that may mean.

—The liquidations of the 30th ult. left a large number of exchange speculators completely stranded. The three largest and most reckless speculators of the city, all Brazilians, were completely broken, and have been settling their differences with three or four months' bills. A native bank, also, which has been playing a prominent rôle lately, appears to have been hurt, for it has been delaying the delivery of bills to such an extent that customers have had to threaten a legal protest. Speculation is a two-edged sword which cuts both ways.

—From a reliable source in London we learn that, in view of the reported intention of the Brazilian government to attempt the raising of a loan of 25,000,000 sterling in Europe, the various firms and individuals who have suffered loss in connection with the Great Northern Railway (Brazil) Limited, are actively at work against this loan. They, and others who have spent large sums of money on railway concessions and other enterprises, protest once more against the loans, and are calling the attention of European bankers to the fact that the Brazilian government has not met the obligations which it incurred in connection with the enterprises mentioned.—*Commercio de Portugal*, Lisbon.

Valparaiso²—Br str *Antizana*; C. Yates: do.

List of sailing vessels at anchor in the bay of Rio de Janeiro 3rd February, 1895.

NAME	Tons	Master	Entered	From	Consignees	Destinations
American						
Ship Moses B. Tower...	601	Freitas	Dec. 8	Cape Verde	To order	
Ship City of Montreal...	1117	Greene	Jan. 30	New-York	Transfer	
Ship C. Southard Hulluit...	1037	Southard	Jan. 2	New-York	W. W. Gross & Co.	
Ship W. C. Hutchings...	428	Armstrong	Jan. 2	Paralyha	Wilson & Co.	
Ship Gled Tidings...	62	Myers	Jan. 25	Baltimore		
Argentine						
Ship Felix...	137	Silva	Jan. 5	Santos	To order	
Austrian						
Ship Josef...	430	Briz	Dec. 8	Marseilles	C. F. Keller & Co.	Santos.
British						
Ship Shener...	1173	Shepard	Nov. 26	Antwerp	John Moore & Co.	Sidney, D.
Ship Durdale...	1114	Trovan	Nov. 26	Rangoon	Watson, Ritchie & Co.	
Ship Tweeddale...	1114	Menies	Nov. 26	Bombay	Watson, Ritchie & Co.	
Ship Pythion...	1250	Austard	Dec. 2	London	Farr, Scholten & Co.	
Ship Boston...	1251	Michell	Dec. 12	Newcastle	Quayle, Davidson & Co.	
Ship Royal Perth...	1251	Cooper	Dec. 15	Hull	P. S. Nicolson & Co.	
Ship Lemie Burdell...	1251	McLachlan	Dec. 15	New-York	G. S. Co.	
Ship King Alfred...	1251	Griffiths	Dec. 15	Rangoon	Watson, Ritchie & Co.	
Ship Supt...	1251	Wilkinson	Dec. 15	Rangoon	Watson, Ritchie & Co.	
Ship Muel y Don...	1251	Exmus	Dec. 15	Bangkok	Watson, Ritchie & Co.	
Ship County of Angles...	1251	Lewis	Dec. 15	Rangoon	Herman Stoltz & Co.	
Ship Noddleburn...	1251	Mann	Dec. 15	Rangoon	To order	
Ship Janet Lank...	1251	Hever	Dec. 15	Calcutta	To order	
Ship Lartigue...	1251	Spencer	Dec. 15	Calcutta	To order	
Ship Stanley...	1251	Edget	Dec. 15	Calcutta	To order	
Ship Dominant...	1251	McLachlan	Dec. 15	Calcutta	To order	
Ship James L. Hallway...	1251	Giant	Dec. 15	Calcutta	To order	
Ship Kikloch...	1251	Casson	Dec. 15	Calcutta	To order	
Ship Zetland...	1251	Inders	Dec. 15	Calcutta	To order	
Ship Trowbridge...	1251	W. Wilson	Dec. 15	Calcutta	To order	
Ship Danville...	1251	Thoms	Dec. 15	Calcutta	To order	
Ship Monrovia...	1251	Duff	Dec. 15	Calcutta	To order	
Ship Mary McMaster...	1251	Phillips	Dec. 15	Calcutta	To order	
Ship Rymalmore...	1251	Harard	Dec. 15	Calcutta	To order	
Ship Pat Carlisle...	1251	Harard	Dec. 15	Calcutta	To order	
Ship Sunnyside...	1251	Harard	Dec. 15	Calcutta	To order	
Ship Jane Burdell...	1251	Rutherford	Dec. 15	Calcutta	To order	
Ship Lowther Castle...	1251	Wachem	Dec. 15	Calcutta	To order	
Ship Fongue...	1251	Booley	Dec. 15	Calcutta	To order	
Ship Kelt...	1251	Lockhart	Dec. 15	Calcutta	To order	
Ship C. R. C...	1251	Romert	Dec. 15	Calcutta	To order	
Ship Red Rose...	1251	Wilkinson	Dec. 15	Calcutta	To order	
Ship Union...	1251	Montgomery	Dec. 15	Calcutta	To order	
Ship Maiden City...	1251	Montgomery	Dec. 15	Calcutta	To order	
Ship Cicciotti Castle...	1251	Duffy	Dec. 15	Calcutta	To order	
Ship Alexander Kent...	1251	Brenner	Dec. 15	Calcutta	To order	
Ship Erin's Isle...	1251	Dixon	Dec. 15	Calcutta	To order	
Ship Polona...	1251	Mayr	Dec. 15	Calcutta	To order	
Ship India...	1251	Mayr	Dec. 15	Calcutta	To order	
Ship Bismarck...	1251	Wachem	Dec. 15	Calcutta	To order	
Ship Flota...	1251	Olsen	Dec. 15	Calcutta	To order	
Danish						
Ship Olen...	901	Schmidt	Dec. 15	Pennsola	C. G. C. Industria	
Ship Union...	149	Andersen	Jan. 2	Hamburg	Walter Christiansen & Co.	
German						
Ship Adler...	251	Steenken	Oct. 25	S. F. de Sul	Santos, Abreu & Co.	
Ship Othman schen...	1700	Palzer	Dec. 12	do	Max. Notmann & Co.	
Ship Fritz Kemmer...	1473	Hansen	Dec. 12	do	Max. Notmann & Co.	
Ship Charles Dickens...	1321	Schum	Jan. 1	do	Max. Notmann & Co.	
Ship Brillant...	1161	Kewal	Jan. 1	do	Max. Notmann & Co.	
Ship Kilo...	1599	Wittman	Jan. 1	do	Max. Notmann & Co.	
Ship Frith...	1251	Jelles	Jan. 1	do	Max. Notmann & Co.	
Ship Varnus...	487	Lichtgens	Jan. 1	do	Max. Notmann & Co.	
Italian						
Ship Giuseppe Cappadon...	617	Hariello	Dec. 30	Marseilles	To order	
Norwegian						
Ship Salveig...	296	Andersen	May 4	Nacchi	To order	
Ship Malmfrid...	1300	Hale	Nov. 25	Pennsola	To order	
Ship Leile...	392	Knutson	Dec. 23	Arancjo	To order	
Ship Frode...	392	Knutson	Dec. 23	Arancjo	To order	
Ship Phos...	1531	Induston	Dec. 23	Arancjo	To order	
Ship Prince Arlin...	1531	Induston	Dec. 23	Arancjo	To order	
Ship Rosal...	359	Induston	Dec. 23	Arancjo	To order	
Ship Carl Pelt...	359	Induston	Dec. 23	Arancjo	To order	
Ship Manget...	315	Hansen	Dec. 23	Arancjo	To order	
Ship Prince Amund...	1520	Steen	Dec. 23	Arancjo	To order	
Ship Vig...	291	Leussen	Dec. 23	Arancjo	To order	
Ship Stolorian...	390	Jeverson	Dec. 23	Arancjo	To order	
Ship Frank Corville...	1408	Kiles	Dec. 23	Arancjo	To order	
Ship Alvares...	1408	Kiles	Dec. 23	Arancjo	To order	
Ship Lira...	277	Shalosen	Dec. 23	Arancjo	To order	
Portuguese						
Ship Nova Uniao...	393	Fernandes	Dec. 15	do	J. A. G. Santos & Co.	Pernambuco
Ship Fernand...	733	Oliveira	Jan. 25	Valencia	Macedo Junior & Co.	
Swedish						
Ship Carl Heudic...	1067	Sevanstori	Dec. 28	Cardiff	Brazilian Coal Co.	
Ship Hammar...	408	Lundberg	Jan. 30	Nordkoping.	C. G. C. e Industria	
Ship Anna Sofia...	470	Lodin	Jan. 30	Rosario	Carlos Rossing & Co.	S. Franc. do Sul.
Ship Nordstjernan...	468	Sjullvall	Jan. 30	Hamburg	Henn Stoltz & Co.	
Ship Albert Ehrenstam...	350	Berateson	Feb. 2	Wessowick	To order	

N. B. The letter D on the margin indicates that the ship has been dispatched.

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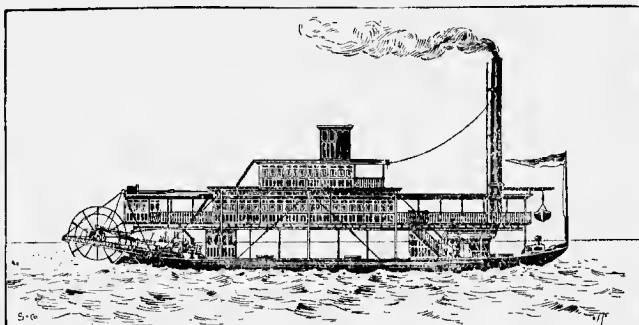
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